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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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25X1

SECRET

COUNTRY	Hungary	REPORT	
SUBJECT	Fuel Shortages and Maladministration	DATE DISTR.	24 February 1955 25X1
		NO. OF PAGES	2
DATE OF INFO.		REQUIREMENT NO.	RD
PLACE ACQUIRED		REFERENCES	

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25X1

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

1. The coal shortage remains as acute as ever in Hungary. The 1954 plan allowed for 22 million tons, but in effect deliveries probably amounted to only 20-20½ million tons of coal, containing a high proportion of stones and other impurities. 25X1

2. With regard to supplies for the Hungarian State Railroads (MAV), the daily deliveries in December 1954 amounted to 8,000 tons. The quota allotted for the second half of 1954 was 600,000 tons of nut coal and even smaller varieties, 700,000 tons of lump coal, and 20,000 tons of Polish imported coal. It was estimated that a weeks's snow would bring the railroads to a standstill, since the reserves containing some 80 percent coal dust amounted to only eight days.

3. The Tata and Oroszlány coal mines were producing 8,000 tons per working day.

4. The maladministration in the extension work at the Komló mines caused much comment in industrial circles, equivalent to the scandals produced by the inefficiencies experienced in connection with the Budapest subway and the Iron Works at Sztalinváros. It appears that the shafts were sunk to a depth of 800-900 m. although it has always been a rule in Hungary never to sink coal shafts lower than 600 m., since below that depth they are considered uneconomic. The seams at the 800—900 m. are 0.8-1.2 m. high, either impossible to work, or else producing quantities of stone. The cost per ton of coal produced is 2,700 forints (the State Railroads pay an average of 160 forints per ton). In addition the whole hillside has begun to slip, including the top station of the funicular railroad, so that the latter has had to stop functioning.

5. As a further example of poor planning, the new peat-pakura installation at Nagykapornak was to enter into operation during the week ending 24 December 1954 although the 300 cu. m. oil tank was not yet completed. So that the "plan" may be "fulfilled" - i.e. the installation started on time - a temporary 60

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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC					

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cu. m. tank was to be installed which was to enable a few days' operation. After that the installation was to stop working until the completion of the big tank, expected two or three weeks later. It was forecast by the local workers that the pakura oil was expected to become stiff in the pipes (running from Nagylengyel), during this interval, and that the pipes may well develop a leak under atmospheric pressure.

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REPORT 25X1

COUNTRY Hungary/USSR

DATE DISTR. 21 February 1955

SUBJECT Rejection of Medical Instruments of Hungarian Origin

NO. OF PAGES 1

REQUIREMENT NO. RD

DATE OF INFO. 25X1

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

1. Faulty instruments were returned to the Medical Instrument Works (Orvosi Mueszergyar) in Budapest, from two consignments which were shipped to the Soviet Union. Names of the rejects and their proportions to the total consignment are as follows:

a.	Cystoscopes	22%
b.	Sphygmomanometers	32%
c.	Pneumothorax apparatus	17%
d.	Operating tables	3%
e.	Shadow-free surgery lamps	12%
f.	Hypodermic needles	35%
g.	Syringes	10%
h.	Forceps	17%
i.	Scissors	12%
j.	Thoracoscopes	3%

2. A commission of three has been appointed by the Ministry of Health to investigate whether the cause of rejection is sabotage. The investigation has not yet been concluded.

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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC		ORR EV	X		

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